

**CULTURAL RESOURCES INVESTIGATIONS FOR
THE BURKE GILMAN TRAIL REDEVELOPMENT
KING COUNTY, WASHINGTON**

By

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Submitted to
MacLeod Reckord

BOAS Project Report 200516

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BOAS, Inc.
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CULTURAL RESOURCES SURVEY COVER SHEET

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Title: Cultural Resource Investigations for the Burke Gilman Trail Redevelopment, King County, Washington

Date: January 2007

County (ies): King

Sections: 10, 11; Township: 26N; Range: 4E; Quad: Edmonds East 7.5' (1953, photorevised 1981);

15; Township: 26N; Range: 4E; Quad: Seattle North 7.5' (1949, photorevised 1968)

Acres: 12

Does this replace a draft? No

Sites Found? No

TCP(s) found? No

OAHP Archaeological Site #:

REPORT CHECK LIST

Report should contain the following items:

- Clear objectives and methods
- A summary of the results of the survey
- A report of where the survey records and data are stored
- A research design that:
 - Details survey objectives
 - Details specific methods
 - Details expected results
 - Details area surveyed including map(s) and legal locational information
 - Details how results will be feedback in the planning process

ABSTRACT

BOAS, Inc. conducted a cultural resources investigation for the proposed Burke Gilman Trail redevelopment in February 2006. The work was conducted as a subcontract to MacLeod Reckord, on behalf of King County, Washington.

King County is proposing to widen and slightly modify 1.98 miles of the existing Burke Gilman Trail from 145th Street to Logboom Park (approximately 160th Street), within 150 to 250 feet of the Lake Washington shoreline. Trail modifications will be within the current 50-foot Trail corridor. The APE includes the 50-foot corridor for the 1.98 mile distance of the modifications. The majority of the APE is either paved and/or abandoned Burlington Northern Railroad bed.

A literature search and pedestrian survey were conducted to examine the APE for archaeological sites or unidentified cultural resources. No archaeological sites are recorded within the Burke Gilman Trail project area. Pedestrian survey of the project footprint revealed that all new construction will be conducted within the limits of the existing trail, located on a prior Burlington Northern railroad grade. Subsurface probing for cultural resources was deemed unnecessary.

ACKNOWLEDGMENTS

Thanks to Tim Cowan who worked ably as a field archaeologist and researcher throughout the project.

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INTRODUCTION

This report addresses tasks that were accomplished to complete cultural resources investigations for MacLeod Reckord on behalf of King County's proposed Burke Gilman Trail redevelopment in King County, Washington. The investigation was conducted in compliance with the Department of Archaeology and Historic Preservation (DAHP) and Washington State law.

The proposed project is located in within the City of Lake Forest Park, King County, Township 26N, Sections 10 and 11, Range 4E (Figure 1). King County is proposing to widen and slightly modify 1.98 miles of the existing Burke Gilman Trail from 145th Street to Logboom Park (approximately 160th Street), within 150 to 250 feet of the Lake Washington shoreline (Figure 2). Trail modifications will be within the current 50-foot Trail right of way. The right of way is defined as:

"The trail right-of-way extends 25 feet on either side of the original rail right-of-way centerline that generally parallels both State Route 522 and the western shoreline of Lake Washington. In the southern segment of the study area is a 100-foot wide segment of trail right-of-way. The trail lies within 200 feet of the edge of Lake Washington from N.E. 145th to N.E. 168th Street for about one mile, and veers away to about 800 feet from the lake edge for about ½ mile then back to within 200 feet of the water's edge for the last ¾ mile. This study section of trail was designed by the King County Department of Community and Environmental Development in 1975 and built in 1977 (Atelier)."

The Area of Potential Effect (APE) is defined as the 50-foot right of way corridor for the 1.98 mile distance of the modifications (Figures 3 and 4). The majority of the APE is either paved and/or abandoned Burlington Northern Railroad bed.

MacLeod Reckord contracted with BOAS, Inc. to conduct a cultural resources investigation of the planned trail modifications in order to satisfy state and local regulatory requirements. The purpose of the study was to assess the effects of the proposed trail modifications and construction on potentially significant historic properties (e.g., archaeological sites, historic buildings, traditional cultural properties) under state law. Literature search and on site inspection were the methods used to gather the information necessary to identify historic properties.

Department of Archaeology and Historic Preservations records do not show that the project area contains archaeological deposits. Several archaeological survey reports have been published for surrounding areas, but none within the APE.

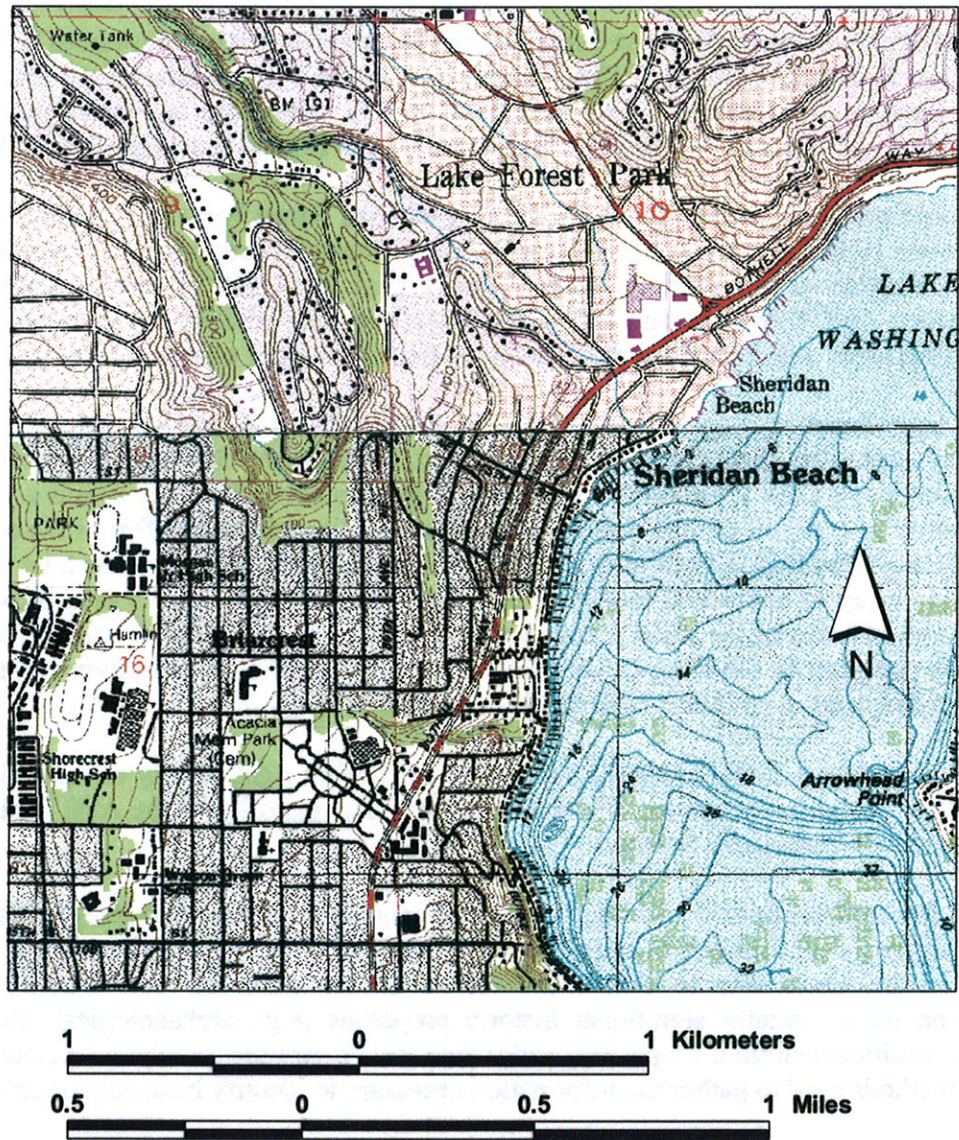


Figure 1. Project Area. From USGS Quadrangles Seattle North and Edmonds East.

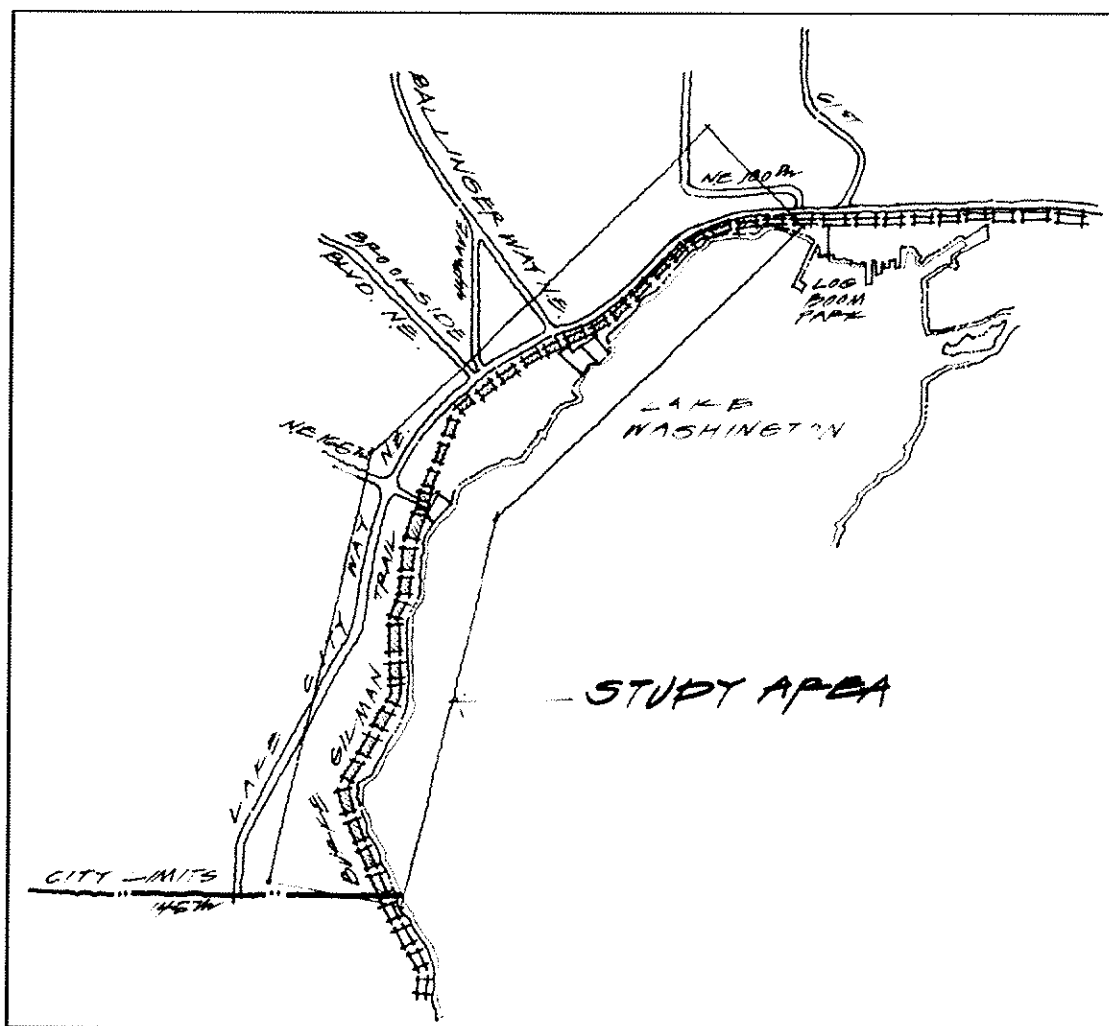


Figure 2. Project area map. From Atelier 2005, page 5.

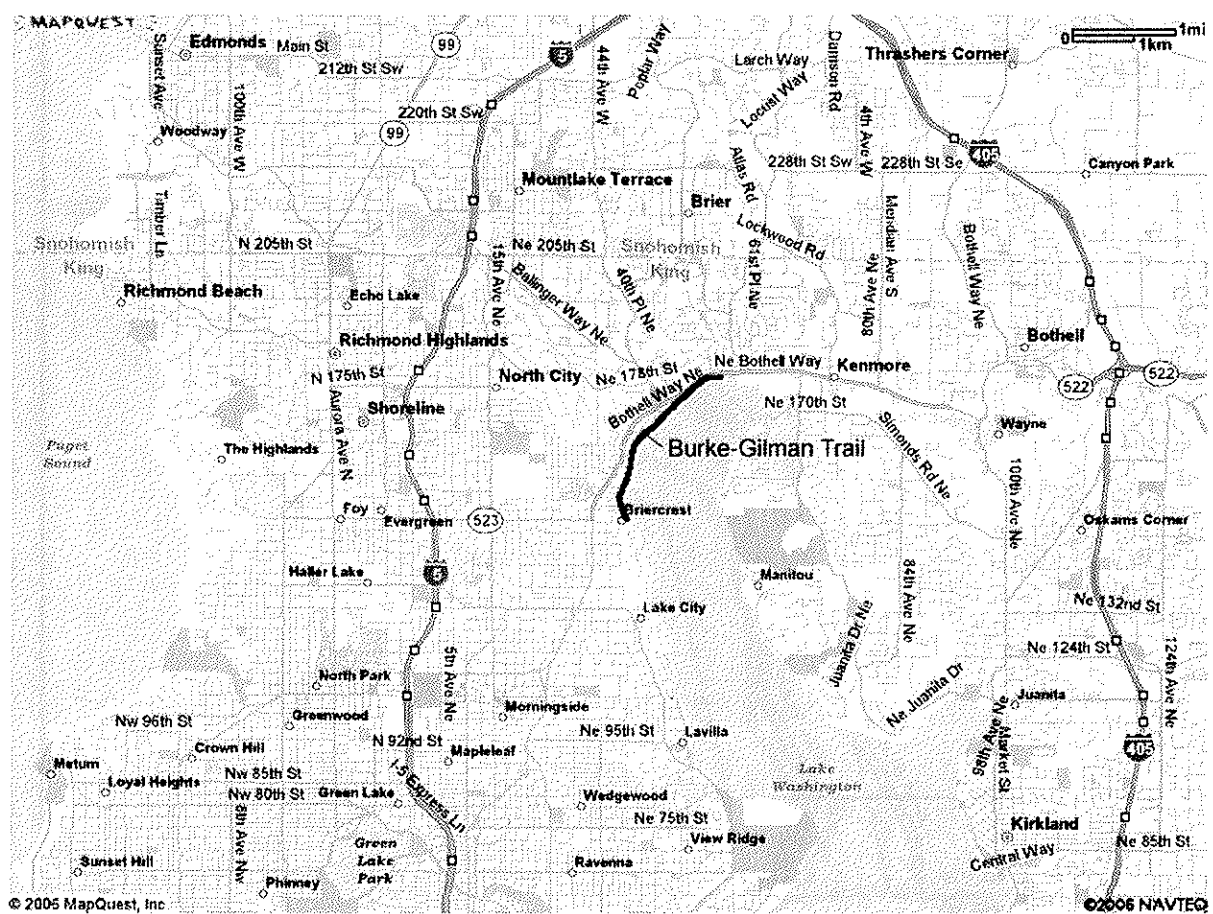


Figure 3. Burke Gilman Trail vicinity map and APE.

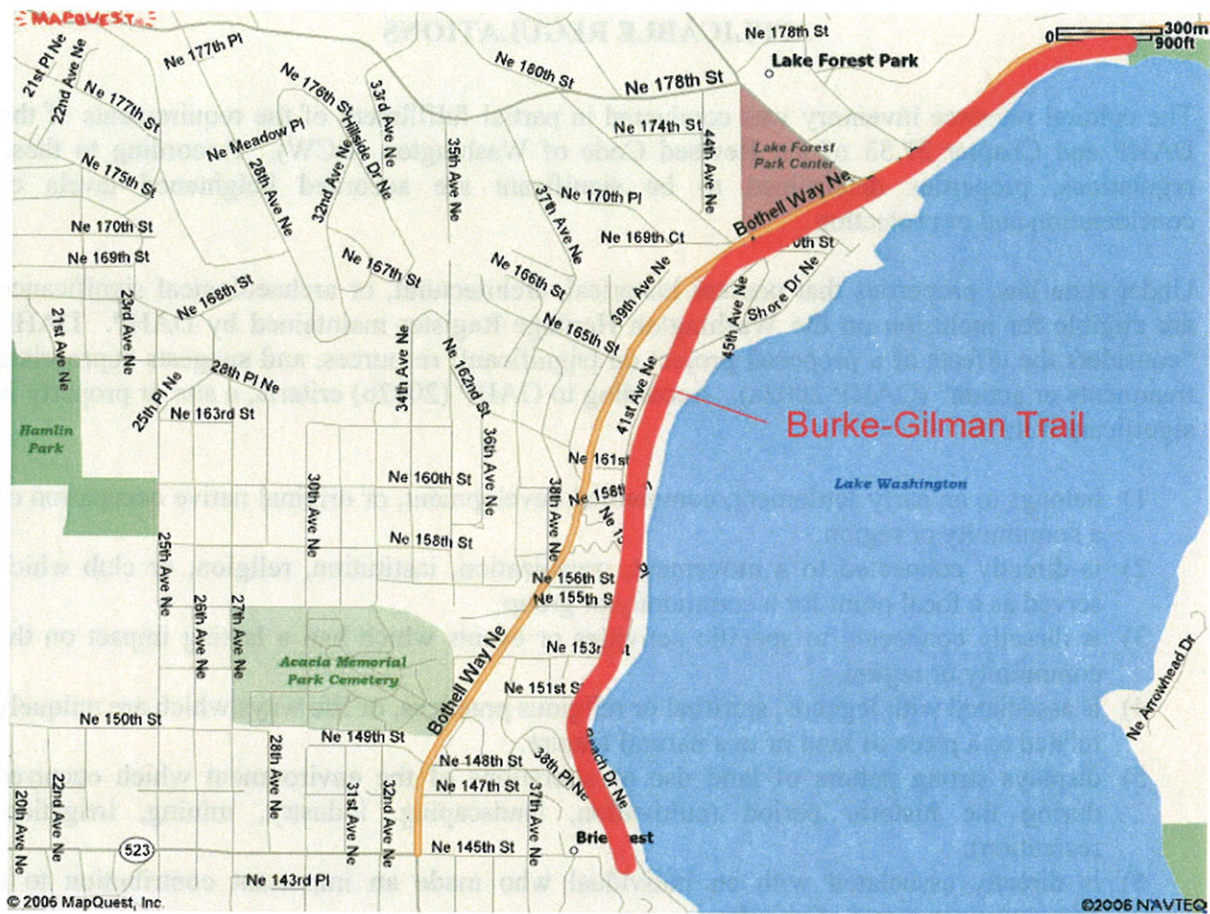


Figure 4. Burke Gilman Trail APE.

APPLICABLE REGULATIONS

The cultural resource inventory was conducted in partial fulfillment of the requirements of the DAHP and Chapter 27.53 of the Revised Code of Washington (RCW). According to these regulations, properties determined to be significant are accorded heightened levels of consideration and or protection.

Under state law, properties that possess historical, architectural, or archaeological significance are eligible for inclusion on the Washington Heritage Register maintained by DAHP. DAHP “considers the effects of a proposed project on [significant] resources, and suggests appropriate treatments or action” (OAHP 2002a). According to OAHP (2002b) criteria, a site or property is significant if it:

- 1) belongs to an early settlement, commercial development, or original native occupation of a community or region.
- 2) is directly connected to a movement, organization, institution, religion, or club which served as a focal point for a community or group.
- 3) is directly connected to specific activities or events which had a lasting impact on the community or region.
- 4) is associated with legends, spiritual or religious practices, or life ways which are uniquely related to a piece of land or to a natural feature.
- 5) displays strong patters of land use or alterations of the environment which occurred during the historic period (cultivation, landscaping, industry, mining, irrigation, recreation).
- 6) is directly associated with an individual who made an important contribution to a community or group of people.
- 7) has strong artistic, architectural or engineering qualities, or displays unusual materials or craftwork belonging to a historic era.
- 8) was designed or built by an influential architect, or reflects the work of an important artisan.
- 9) archaeological investigation of the property has or will increase our understanding of past cultures or life ways (Office of Archaeology and Historic Preservation (2002b).

STUDY OBJECTIVE AND METHODS

The objective of the investigation was to assess the potential for impact on unidentified cultural resources within the APE. Standard cultural resource methods were used to assess the probability that archaeological resources might be present in the APE. Study methodology included a literature search and field survey investigations of the project APE.

Literature Search

The literature search included research of historic property records, ethnographic data, and archaeological site forms. Archaeological site forms and survey reports were examined at DAHP. Historic property documents on file with King County Historic Preservation Program

were reviewed. Pertinent documents in the BOAS, Inc. library also were reviewed. The ethnographic information available in Indian Claims Commission documents assembled in the 1950s and published in 1974 was reviewed for data about the project area. The assembled documents include both specialist reports and commission findings

Archaeological Field Investigations

Preliminary APE boundaries provided by MacLeod Reckord were used for reference during fieldwork. On February 20, 2006, BOAS Field Archaeologist Timothy L. Cowan conducted a pedestrian survey of the project area. One hundred percent of the land surface within the project APE was examined. Pedestrian survey consisted of transects that were no greater than 5 m apart, walked on both sides of the trail. Photographs were taken of the road and adjacent land. Observed condition within the project APE led to the determination that subsurface probing was not necessary.

STUDY RESULTS

Literature Search

Archaeological Site Records

According to DAHP site records, no archaeological sites have been documented within the APE of the proposed Burke Gilman Trail modifications. The closest site located within a mile of the APE is an historical residence that will not be impacted.

Archaeological Survey Reports

Few archaeological survey reports have been done near to the project APE. In 2002 and 2003 a cultural resources assessment of the SR 522 corridor improvements project was conducted by Compliance Archaeology LLC (Dugas and Robbins 2002, 2003). The study included background research and fieldwork consisting of pedestrian transects and shovel probes. No significant cultural materials were found during field reconnaissance.

Ethnographic Background

The people living along the shores of Lake Washington were considered as separate from other groups. They were called the Lakes people, or Lake Duwamish people (Indian Claims Commission 1974:39-40). In an 1862 General land Office map of the area, the lake was called Lake Dawamish.

Waterman (Hilbert et al. 1991) recorded several ethnographic place names at the northern end of the lake. By the time Waterman recorded the place names, Lake Dawamish had become Lake Washington. Several of these places are near and possibly along the Burke Gilman Trail in King County:

- 82 ^{Bs}tcetla “rock,” for an enormous boulder on the lake shore.
 83 ^{S³}a’tsutsid “mouth of s³a’tsu” (See #84).
 84 ^{S³}a’tsu “face,” for McAleer lake
 85 ^{Sts³}ke³l “a certain small bird,” for a small creek [possibly Lyon Creek].
 86 ^{Sta’tabEb} “lost of people talking,” a spot where a sawmill stands at the north end of Lake Washington [now Log Boom Park].
 87 ^{TcEtca’L} a small creek.
 88 ^{Ts³}Ebt-a³lt^u “elderberry’s house” (ts³abt “elderberry”), for level flat at the mouth of Swamp Creek.
 89 ^{TuLq³}a’b various translated, for Swamp Creek. Lq!ab means “the bark of a dog.” Another informant said that the present term means “the other side of something,” like the opposite surface of a log.
 (Hilbert et al. 1991:83).

Historical Background

The trail right-of-way is the limits of the original rail line of the Seattle, Lakeshore and Eastern Railroad Company (SLERC). In 1886, Judge Thomas Burke and Mr. D. H. Gilman, in an attempt to provide rail service to the undeveloped north end of Lake Washington, purchased the corridor. The tracks were laid c. 1887–1888 (Bagley 1916, Atelier 2005).

In 1895 the SLERC conveyed its western division to the Seattle and International Railway Company (SIRC) and in 1901 SIRC conveyed its entire property to the Northern Pacific Railway Company. Northern Pacific renamed the section the Sumas Branch Line and used it to move coal. The University of Washington Power Plant was the main recipient of the rail line haulage. When the UW power plant boilers were converted to gas, traffic ceased and the railroad abandoned service to the tracks in January 1972 (Atelier 2005).

The Northern Pacific Railway Company became the Burlington Northern in 1970. Burlington Northern conveyed its interest in the southerly portion of the tracks to King County in 1974 and the northerly portion in 1985.

The land surrounding the railroad right of way was not platted until the early 1890s when Statehood (1889) provided a mechanism for recording. The creation of the Montlake Cut in 1916–1917 lowered Lake Washington by nine feet, creating marketable property on the east side of the railroad line. Logging cleared out the land on the west. Both sides of the railroad right-of-way were eventually platted for housing and commercial lots (Atelier 2005).

Pedestrian Survey

Tim Cowan conducted an intensive surface inventory of the APE on February 20, 2006. The first transect was the west side (up slope) of the trail. The east side (lake shore/down slope) was observed on the second transect (Figures 4–6). All areas of surface and subsurface exposure were intensively scrutinized. Some portions of the east side of the APE were not accessible where fences and dense shrubbery restricted access. A measuring wheel was used to allow accurate measurements.

The paved width of the trail was approximately eight feet, although that width varied in places, usually becoming slightly wider for short distances. The typical configuration of the route on the west side of the trail included (from trail center) four feet of paved trail, three to five feet of grassy berm, another four or five feet of drainage ditch (also grassy) and a relatively abrupt rise on the outside of the ditch. There were occasional gentler slopes even outside the stream drainages but these were still quite narrow, usually becoming steeper within the 50-ft. survey corridor.



Figure 5. From Trail Sign at South End. View to north.



Figure 6. South End of the Trail. View to north.



Figure 7. 153rd Street Crossing. View to the north.

The east side of the trail included four feet of paved trail, three to five feet of berm and either a six foot tall fence or a steep drop off of about seven feet elevation to the street or yard below the railroad grade. The grade through most of the survey corridor appears to be a cut and fill feature. Residential properties have treated the grade slope in different ways. Some have terraced the slope and use it as garden area. Others use dense shrubbery to screen their view of the trail. Often, where a street separates the grade from the residential property, blackberry has been allowed to take over the slope.

From the mouth of Lyon Creek north to Log Boom Park the lake side of the grade is generally undeveloped and covered in dense undergrowth (Figure 7). This general pattern describes approximately the first mile and the last mile of the 1.98 mile surveyed length of trail. The center 0.3 mile stretch encounters the mouth of McAleer and Lyon Creeks and is much flatter on both sides of the trail.

Visibility was minimal due to dense vegetation (primarily blackberry) covering the trail edge. This vegetation covered over 90% of the trail edge beyond the outside edge of the ditch, leaving only the berm and ditch open to view. Occasional erosion features and krotovina allowed surface or subsurface visibility and all these areas were intensively examined.

Many residential properties have developed retaining walls and landscaping within the 20 foot zone on both the west and east sides of the trail. Within the McAleer and Lyon Creek drainage both residential and commercial development dominate the trail edge (Figure 8).



Figure 8. Trail through Log Boom Park. View to the south.



Figure 9. Lyon Creek. View to south.

Bothell Way is located immediately west of the trail corridor and a large shopping mall and parking lot cover the entire center of the drainage just west of that highway. Lyon Creek has been channeled into the ditch separating the highway and the parking lot through most of the area.

McAleer Creek approaches Bothell Way from the west within a relatively natural channel but it becomes severely restricted by culverts, abutments, flood control weirs and walls before reaching the trail corridor (Figures 9 and 10).

Just north of the Lyon Creek crossing, beyond the Ballinger Way intersection, on the west side of the trail, a concrete drainage structure made of three foot long sections of half pipe 24 inches wide and 12 inches deep. This drainage feature replaces the grassy ditch for approximately 200 feet (Figures 11 and 12).



Figure 10. McAleer Creek. View to west from Bothell Way.



Figure 11. McAleer Creek. View to east, culvert under Bothell Way.



Figure 12. McAleer Creek. View to southwest from trail, with fish ladder and storm baffle.



Figure 13. McAleer Creek. View to east.

No prehistoric or historic cultural materials were observed within the APE.

CONCLUSIONS

No significant cultural resources were found during the pedestrian survey. The entire APE is located on existing trail, railroad grade, and disturbed soils.

RECOMMENDATIONS

We found no evidence of cultural resources in the Burke Gilman Trail Redevelopment project area. We have no recommendations for additional cultural resource studies within the current APE.

This report contains professional conclusions and recommendations concerning the potential for project-related effects on cultural resources. It should not be considered to constitute clearance with regard to the treatment of cultural resources or permission to proceed with the project described. This report should be submitted to the appropriate federal, state, and local review agencies for their comments prior to the continuation of any activity that may adversely affect cultural resources.

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